

G. COMMISSIONER

JN, JONESVILLE, BRISTOL DISTRICT

E VAUGHAN, JR., GALAX, SALEM DISTRICT

L. DAVIDSON, JR., LYNCHBURG, LYNCHBURG DISTRICT

M. T. FORRESTER, RICHMOND, RICHMOND DISTRICT

RICHARD G. BRYDGES, VIRGINIA BEACH, SUFFOLK DISTRICT

M. R. HUMPHREYS, JR., WEEMS, FREDERICKSBURG DISTRICT

CONSTANCE R. KINCHELOE, CULPEPER, CULPEPER DISTRICT

ROBERT W. SMALLEY, BERRYVILLE, STAUNTON DISTRICT

JOSEPH M. GUIFFRE, ALEXANDRIA, NORTHERN VIRGINIA DISTRICT

T. EUGENE SMITH, MCLEAN, AT LARGE-URBAN

ROBERT A. QUICKE, BLACKSTONE, AT LARGE-RURAL



COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET

RICHMOND, 23219

September 27, 1984

OSCAR K. MABRY
DEPUTY COMMISSIONERJ. M. WRAY, JR.
CHIEF ENGINEERJ. T. WARREN
DIRECTOR OF ADMINISTRATIONH. W. WORRALL
DIRECTOR OF FINANCEJACK HODGE
ASSISTANT CHIEF ENGINEERSALLY H. COOPER
DIRECTOR OF RAIL AND PUBLIC TRANSPORTATIONJ. G. RIPLEY
DIRECTOR OF PLANNING AND PROGRAMMINGDD/A Registry
84-6028/103Interstate 495 at
George Washington Memorial Parkway
Fairfax County

Mr. Harry E. Fitzwater
Deputy Director for Administration
Central Intelligence Agency
Washington, D. C. 20505

Dear Mr. Fitzwater:

Reference is made to your letter of September 18 regarding a proposed agreement to cover the CIA's funding of an extension of the deceleration lane on northbound I-495 and the widening of the eastbound Parkway exit ramp.

When this subject was first raised in our meeting on May 21, I advised that we would investigate the matter to see if these improvements were needed to improve access to the Parkway ramp. My letter of June 5 pointed out that the a.m. backups on northbound I-495 are brought about by the lack of traffic capacity on Cabin John Bridge.

You indicated in our meeting that your studies had revealed that these improvements would improve access to the Parkway. While any improvements in this area should have some positive benefit, the solution to the backups on Cabin John will not come about until I-495 is widened to eight lanes in Virginia and Maryland and we have ten lanes on I-495 between the Parkway interchanges. Virginia's current Six Year Improvement Plan calls for the commencement of the eight lane construction in fiscal year '88-'89. Maryland's draft Consolidated Transportation Program provides for the construction of their eight lanes in fiscal year '89. Hopefully, these projects can be coordinated by the two States whereby a simultaneous completion date for all of the eight laning can be attained.

The Department has previously agreed to enter into an agreement with you to implement these improvements provided they are funded by CIA.